TO REGULATE COAL PRICES. A DRASTIC MEASURE PRESENTED TO THE SENATE.

THE COMMITTEE TO INVESTIGATE THE READ. ING "COMBINE" DECIDES THAT STATE CON-TROL OF THE COAL TRADE IS NEC-ESSARY TO PROTECT CONSUMERS.

TROW THE REGULAR CORRESPONDENT OF THE TRIBUNES. Albahy, Feb. 1 .- Senator McMahon, chairman of the committee appointed by the senate last year to investigate the "Coal Trust," to day submitted his re-With the report the committee submitted a bill drawn up by Daniel G. Griffin, its counsel. The bil is a most radical one. It substantially creates a State Commission with power to say what shall be the price of anthracite coal in the State of New-York, and what the price for its transportation from the coal fields of Pennsylvania to the vilinges and cities of New-York Few more radical measures have ever been submitted to the Legislature. The Senate dealt with the measur also in an astonishing manner. At Senator McMshon's request the bill was immediately ordered to a second and then to a third reading. The act says:

Section 1-On and after September 1, 1893, it shall be Section 1—On and after September 1, 1893, it shall be unlawful: First-For any person not having a "coal carrier's license," as in this act provided, to transport anthractic coal which is intended for consumption in the State on a railroad, the navigable waters or a canal therein; second—For any person not having a "coal dulter's license," as in this act provided, to engage in the ous ness of selling anthracite coal which is in the State and Intended for consumption therein.

and intended for consumption therein.

Sec. 2—The licenses provided in this act shall be known respectively as a "coal carrier's license," and a "coal carrier's license," and a "coal carrier's license," shall authorize the owner thereof to transport anthracite coal, which is intended for consumption in the State, according to said license, on the railroads, the navigable waters and the canala prescribed in said license, and it shall prescribe the maximum prices per ton per hile it shall be lawful for the licensee to demand or receive for transporting the different grades of such coal on such tall. porting the different grades of such coal on such rail-roads, navigable waters and canallicense" shall authorize the owner thereof to engage in the needed and authorize the owner thereof to engage in the business of selling authoride coal which is in the State and intended for consumption therein, according to said license, and shall prescribe the maximum prices it shall be lawful for the licensee to demand or receive for the of green grades of such coal, exclusive of the prices for delivering the same, the places where the licensee may transact the business authorized by his license, and that transact the observed the licensee shall on demand deliver the coul sold by him to a purchaser thereof, without charge for such delivery, at the place in the State where said coal may be stored at the time of its sale.

In section 4 authority is conferred upon the State Railroad Commission to fix the maximum prices for the sale and transportation of the coal. Section 4

Sec. 4-The provisions of licenses in pursuance of portains of incesses in pursuance of incesses in pursuance of incesses in pursuance of protation and sale of anthracite coal, as hereinbefore provided, shall be in accordance with the prior determination of the Board of Railread Commissioners, based on its inor the Board of Rainvent Countries provided of the matters affecting such prices; and such prices shall be so adjusted as not to conflict with and so as to afford only a nable compensation for such coal before it is mi rossonance compensation for an expense of the services and capital necessarily employed and expenses necessarily incurred in its production, transportation, handling, storage and sale, and so as not to confer on any licensee an unreasonable advantage over any other licensee, in pursuance of this act.

In section 6 there is a provision that the State Pour of Pallend Company of Pallend Company of the State Pour of Pallend Company of Pallend Company

Board of Railroad Commissioners shall meet every three months and arrange the price of coal and the price of its transportation. The bill says:

The Board shall meet regularly at least every three months, as such times and pinces as it may designate in it rules, to consider and act on the subject of prices prorules, to consider and act on the subject of provided in the licenses it may have issued and to transact any other business under this act.

Determinations of the Board of Railroad Commissioners and find in its office, together with the

Determinations of the Board of Railroad Commissioners shall be written and filed in its office, together with the evidence on which such determinations may be made, and any person applying therefor shall be entitled to certified copies of such determinations and evidence on paying the copies of such determinations and evidence on paying the actual cost for making such copies. Determinations of the Board of Railroad Commissioners

may be reviewed by writ of certiorari, and the existing may be reviewed by writ at certifier, and the existing provisions of law and rules of the courts relating to said writ shall govern the review authorized by this act.

The Board of Raifford Commissioners is authorized and directed to behear and redetermine any matter proviously neard and determine by it in accordance with the final

ered and determine by it in accordance with the fluid order or decision made on a writ of certiforal, to which the said Board may be a party, and to adopt and enforce such rules and regulations, consistent with this act, as it may deem useful for the enforcement thereof.

The testimony taken before the committee reported in full and was gathered from all branches of the coal business, including production, transportation, jobbing, wholesaling, retailing and trade report It presents the evidence of representative men in all these departments, as well as that of those di concerned in the investigation that gave rise The report reviews the circumstance leading up to the Reading combination, describes the operations of the roads which were in the "combine, and says the amount of coal controlled by these seventire tonnage annually brought to tide water. coal regions covered by this combination of transportation and producing companies are the only source of supply of anthracite coal for the State of New-York, and indeed practically the entire country. The roads thus far involved directly or indirectly in the combination are mainly foreign corporations, and carry on their operations without the State of New-York, with the exception of the Delaware, Lackawanna and Western, the Lehigh Valley, the Central Railroad of New-Jersey, and the Philadelphia, Reading and The committee reviews briefly the testiniony taken before it and comes to these conclu-That the consolidation of railroad and coal producing

companies herein described and known as the combination has created a substantial monopoly of anthra-cite coal in the management of the Philadelphia and Road g Railroad Company.

That the roads involved are substantially parallel, and

the mines controlled by them are the source of the largest supply, and were competitors in the coal business until this combination was formed.

That the most natural and obvious benefit to be derived

them from consolidation is increase in the price of coal.

That the price of coal may, in the interest of the comofficial during his term of office. binstion and at its pleasure, be advanced to an unreason That since the combination was formed, material ad-

nees in the price of coal have been made and others a

That these advances have originated in the wholesale the direct result of the policy of the Reading combination and the partial description of it by the competition in the basis. coal production and transportation.

That such combinations are opposed to the spirit of the law is fercibly declared in the decisions of the highest courts of this and other States as well as of England, whose institutions might be thought to encourage such

conditions far more than our own.

Your committee realisms the view expressed in their fermer reports that the combination herein described is contrary to public policy and dangerous to the interests of the State and the welfare of its people.

is is to be noted that little, if any, advance has thus far been made in that size of anthracite coal which enters largely into competition with the bituminous product; and it is suggested in the testimony that any advance in that negatively a state of a greefal advance beyond contains and it is suggested in the deathfoly that any advance in that particular size or a general advance beyond certain limits would result in the introduction into general uso

This, it is believed, would be for the city of New-York ubile calamity, and bring it to the unfortunate condi-against which some of our interior and Western cities now contending. It is needless to point out to any who is familiar with the present condition of the cities one who is tamiliar with the present condition of the cities referred to how great would be the discomfort to the people of the city of New-York and how irremediable the damage to its business and its commerce, should the sunlight be excluded from its streets and a permanent bitu-

inous fog settle down upon its waters.

It is quite certain, moreover, that if as a result of the continuous combination and its control of prices, the use of Huminous coal should become general, no subsequent reion in the price of anthracite coal would of a certainty tion in the price of antimetre cost would be a factoring to general consumption the cleaner article. The limition which is constant in cities afflicted by the numinous cosis, has thus far resulted in no remody of the tax complained of either by substituting different fuels by the introduction of smoke consuming processes.

tor McMahon also introduced a bill creating State Board of Telephone Commissioners with three bers. Authority is conferred upon this Board o fix the telephone charges of the State. The exthan \$25,000 yearly, are to be paid by the telephone

Senator McCarty, of Brooklyn, introduced a bill extending to Kings County the privileges of tunnel railroads. Senator Saxton presented a bill providing that all

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women and children employed in drygoods stores in New-York and similar cities shall be provided with chairs upon which they may seat themselves and

Senator McClelland introduced a large number of amendments to the charter of Yorkers.

The Senate Committee on Cities reported favorably schulor McCarty's bill creating a new Board of Trustees for the Brooklyn Bridge. The bill was amended so as to provide that the present secretary and the present treasurer of the Bridge Trustees shall continue in office five years longer.

A JOINT HEARING ON TAXATION. WITNESSES OPPOSE DISCRIMINATION AGAINST

COPPORATIONS, AND SAY REAL ESTATE SHOULD BEAR THE MAIN BURDEN.

Albeny, Feb. 1.-The joint Legislative Committee on Taxation continued its investigation in the Schate Chamber this evening. The first witness called was William H. Parsens, of New-Yerk City, vice-president of the New-York Board of Trade and Transportation. and chairman of the committee on taxation of that In answer to a request for his views or taxation, Mr. Parsons read a resolution adopted by the board on December 14, urging that the policy of the State should be rather to attract than to reper-business organizations, and that to this end corporations should not be subjected to greater taxes or more inquisitorial examination than lines of business car ried on by individuals. Mr. Parsons dwelt upon the Importance of the

commercial interests of the State to the State's pros perity. He said he was president of four manufacturing corporations. A year ago it had been decided to change his paper manufacturing establishment into a corporation, and the incorporation had been effected under the laws of Maine, because under the New York laws the responsibility of the incorporators was greater and the tax was larger than under the Main

G. Waldo Smith, president of the Wholesale Grocers Association and a member of the New-York State Board of Trade, read a resolution passed by the State Board at its last meeting in Albany, protesting against the proposal to lower the legal rate of interest to 5 per cent. He favored the repeal of the usury laws and the establishment of a legal rate only when a rate has not been agreed upon. In his own business he had intended to form a corporation, but had been advised to wait until the Legislature passed laws more lenient to corporations, and had decided to do so. He thought that only real estate should be taxed.

Judge William H. Arnoux, also a member of the New-York Board of Trade, thought that the taxatlor of private property in the hands of individuals was unjust and inequitable. The law was not fairly unjust and inequitable. The law was not fairly administered and olight to be repealed. He approved of the corporation tax, the collateral and succession taxes and the excise tax. Personal property in New-York City, Brooklyn and Buillalo was taxed at \$221,000,000; but by the census the cattle in the State were worth more than \$105,000,000, or more than the whole taxable valuation of the districts outside the large cities. Apart from the three forms of taxation mentioned, the whole tax should be levied on real estate. He was in favor of the local option tax system.

estate. He was in favor of the local option tax system.

John G. H. Myers, attorney for the Receiver of Taxet, of New York city, thought that imprisonment for non-payment of taxes should be aboutshed because it bears most Leavily on the poler classes. Under the Collateral Tax law estates were often taxed twicely once directly by the State and again through the executors for local purposes. Personal property in New York City paid about one-sixth of the tax. Estates should be taxen where letters assignmentary are local without negard to the residence of executors. The objection to abolishing the tax on personal property was that it would probably result in an increase of renis, and this would be a hardship to trainits.

The committee then adjourned to taxed at the City The committee then ar journed to taset at the City Hell, it: New-York City, at 11 a. m., our week from Filday.

MR. KEMPNER PRESENTS A FEW BILLS FOR ONE THING HE WOULD PREVENT CITY OFFICIALS WITH MEDDLING WITH JUSTICE -OTHER BILLS IN THE ASSEMBLY.

Albany, Feb. 1 (Special).—Otto Kempner, the Meber of Assembly from New-York City, who creat consternation in the ranks of the machine Democrats by voting against the nomination of Edward J. Murphy, jr., for United States Segator, introduced five bills to-day which are more than likely to receive the negative vote of every Tammany Hall Assemblyman and of every Democratic member who is owned politically by some one of the four Demo cratic bosses. Mr. Kempuer says that he intends to push his bills all that he can, but it is probable that no one of them will ever get out of the committee to which Speaker Sulzer will refer them to-morrow morning.

One of Mr. Kempner's bills reduces the number of the police justices in New-York City from fifteen to eight, and reduces their salaries from \$5,000 year to \$5,000. Of all the measures this one will be most unpopular with the Tammany bosses. The members of this political organization are never to favor of a reduction of the number of offices held by Tammany men, or of the salaries that the holders of these offices receive. The reduction will not take place for some time, should this bill become a law, but there could be no more appointments until after enough terms had expired to bring the number of justices holding office down to the number allowed by the bill. The salaries of those now serving cannot be reduced, for there is a constitutional provision preventing the reduction of the salary of an

Another of the bills that Mr. Kempner presented provides that at the next general election there shall be submitted to the popular vote in New-York City the question of separating the municipal elections from the general elections. This measure also will undoubtedly receive the energetic opposition of all of the members of the Legislature who owe allegiance to the dominant Democratic faction in New York City. because it is for the interest of Tammany Hall to have the local campaigns lost sight of, so far as possible, in

State and National questions. A third bill will, if it happens to become a law prevent in the future the interference of graceless Police Justices and other officials with the ends of The bill says: "Any public official holding an appointive or elective office under any city govern ment who shall directly or indirectly intercede in b half of any person accused of any offence or crime in any criminal court in this state during or after the trial, or after conviction or sentence, with the intent to induce the Judge of said court, contrary to his duty, to do or make or omit or delay any act, decision or determination in respect to said accused peron, shall be deemed guilty of a misdemeanor, and shall be liable to a fine of not less than \$100 nor more than \$500 for each offence."

Mr. Kempner's fourth bill is intended to do away with the office of Corporation Attorney, and to transfer the work now done by that official to the Corpora

The last bill provides that there shall be daily se

tion Counsel.

The last bill provides that there shall be daily ses alons of the District Courts in New-York City, except on Sunday, Judges to sit from 10 o'clock in the morning until the day calendar has been cleared.

Under the present law the Police Board of New-York City cannot dismiss or retire a member of the police force without the concurrent votes of all of the commissioners. Assemblyman Walker, a Tammany man, to-day brought up a measure which came to him for introduction from one of the lending Tammany braves, said to be Police Commissioner Martin, amending the law so that a majority vote will be sufficient. The provisions of the old law on this point have stood in the way of making the Police Board absolutely partisan in the maiter of dismissals. If the bill should become a law there would be little use of Commissioner McClave attending any of the meetings of the board, at least to vote on questions of retirement and dismissal, for the three Tammany Commissioners would quivote him. It is probable, also, that in case this bill becomes a law, and it will do so if the Tammany boas wants it, that there would be a falling off in the nurrober of the Republican members of the police force, and that before long there would be few men of this positical faith left on it.

Assemblyman Nussbaum, of Albany, sent in this morning four bills that are intended to change misterfally the local government of the city of Albany and weaken the political forces of D. Cady Herrick and Mayor Manning, by daking from the Mayor, who is a Herrick man, the power of appointing a considerable under the bills are in the Rolanges to be made under the bills are in the Folice Board, the Water Board, the School Board and the Board of Assessment. All of the officials now are appointed by the Mayor, but, if the bills become laws, the offices will become elective.

FOR A HEARING ON PERSONAL REGISTRATION. Albany, Feb. 1 (Special).-The Assembly Judiciary Committee will give a hearing on next week Thursday on the Persopal Registration bill that week Thursday

in the Assembly by Mr. Ransom, of Ningara, The bill extends the provisions of the registration law to the country and the intention of it is to make it as difficult for the Republican farmer to vote as possible.

TO STOP JUSTICES FROM PRACTISING LAW. A bill to repeal the act of fast winter allowing pollustices in this city to practise law will be introduced in the Assembly this week. The act referred to was passed in the interest of Police Justice Thomas F. Grady, who starts to day on a junketing tour south ward in company with Mr. Croker. Since the act for Grady's benefit became a law Mayor Gilrov has appointed three other lawyers police justices, viz. .
Joseph Kech, Charles E. Simms, Jr., and Thomas L. Feitner. Mr. Croker has placed bimself on record is denunciation of the office-holders in this city who devote any part of their time to their own business. All the time of municipal efficials, Mr. Croker has declared, belongs to the city, and if they cannot give heir whole time and energies to the city during ! ness hours, in the great boss's opinion, they ought to resign. The bill to repeal the net permitting the city's four lawyer police justices to concile law is therefore directly in line with Mr. Croker's ideas of re-form and he ought to send a jetter to Albany directing its investigation. ts immediate passage.

SCHOOL COMMISSIONERS MAKE CHARGES.

A LIVELY DEBATE AT THE MEETING OF THE BOARD OF EDUCATION-NEW COMMITTEES. There was a lively debate at the regular meeting Board of Education yesterday afternoon, when on-missieners Guggenheimer and Gerard intimated hat the commissioners employed in the condensathat the commissioners capped and the commission of property for school purposes were charging too much for their services. The direct cause of the discussion was a motion to request the Legis lature to provide some means by which the costs of enderining property for school purposes could be Commissioner Guggenheimer said that in he case of lot No. 365, in West Thirty-fifth-st., which was worth only \$15,000, the cost of condemnation had been \$2,175. The commissioners had piaced the value of the lot at \$18,250 instead of \$15,000, so that the tetal cost of the lot to the city would be charges of condemnation too heavy, and believes that the case should be brought before the Legislature. It from securing a permanent and independent entry Commissioner Barris endeavored to defend the office of the Corporation Counsel, and said that he blame should in any way be attached to it. This feet, and in scatling terms he arraigned the system of condemning property. He said that it was useles that "sacred institution" the Legislao appeal to ure for rellef, as a similar measure had been "laughed out" of the Assembly last year. He accused the commissioners of condemnation of holding too short essions, of adjourning too soon, and of meeting too often, and said that the business might be done in

much less time. Commissioner Harris then sprang to his feet and, walking down the aisle, said that he desired to intercupt the Commissioner, as he didn't think it necessary to impute improper motives to the Department of the Corporation Counsel. Commissioner Gerard, paying no attention to the interruption and shaking his finger at Commissioner Harris, sharply retoried: " And I want the gentleman to understand that not the least of the economy that is called for in this connection could be practised right in the Committee on sites and New Schools" (of which Mr. Harris is a member).

It was finally decided to petition the Legislature to devise some means by which a lot worth \$15,000 could be condemned for school purposes without the taxpayers being compelled to pay \$20,425 for it.

In his inaugural address before the Board, President Sanger announced the policy he would advocate as president. He recommended the creation of a new standing committee, to be known as a Committee or school system, whose purpose will be to consider complaints against the present school system, discusremedies, and to listen to the advice and counsel of experienced educators. It is also to act as a medium between the superintendent and the principals of the Another change advocated by Presiden sanger is the establishment of an eligible list, from which teachers shall be selected and appointed by the rustees "according to merit." The adoption of this plan, Mr. Sanger believes, will secure competent in tractors "whose appointment will be founded upor merit and adaptability, tostead of favoritism or personal influence." Mr. sanger said also that the present system of paying teachers should be aban

After some opposition a resolution to create Committee on School system was possed. The president then aunounced the standing committees for 1893: Finance Committee Commissioners Lunzuis, chairman; Wehrum, Hopper, Van Arsdale, Strauss ommittee on teachers Commissioners Hunt, chalman; Moriarty, Wehram, Strauss, Livingston; comnittee on building -- Commissioners Maclas, chairman Hopper, Croshy, C'Brien, Lummis, McCarron, Living ston; committee on supplies—Commissioners Meriarty, chairman, Gray, Hopper, McBarroy Goniden; auditing committee—Commissioners—Gray, Chairman; Mo-Barron, Hunt, Holt, Hopper; committee ston; committee on supply the story chairman; tray, Hopper; Mcharman, Marking countil tee Commissioners Gray, Chairman, Marking Countil tee Commissioners Gray, Chairman, Marking Chosby, Chairman, Harris, Gray, Hopper; committee on course of study and schools Commissioners Committee on course of study and school looks—tom missioners Harris, chairman; Limmis, Hoir, Wehrum, Strauss; Commattee on school furniture Commissioners Hopper, chairman; Morlatty, Gondden, Gug, enheimer, Macay; committee on evening schools Commissioners, Chilen, chairman; Crosby, Guggenheimer, Mcharron, Livingston; committee on belaws—tommissioners Knox, chairman; Limmis, Gerard, Hunt, Hubbell; executive committee on Nantical School-Commissioners Crosby, Chairman; Crarden, Machay, Gerard; committee on library and annual report—Commissioners Wehrum, Califfmen; Gerard, Livingston, Knox, Van Arsdale; committee on nomination of frustees—Commissioners Guggenheimer, chairman; Gray, Knox, Crosby, Mcharrom, Morlarity, O'Erien, Harris, Wehrum; committee on school system—Commissioners Strauss, chairman; Lummis, O'Brien, Wehrum, Hubbell, Gondon, Hunt; special committee on legislation—Commissioners Gondon, Lumman; Harris, Van Arsdale, Gerard, Hubbell, Strauss, Hölt.

EX-PRESIDENT HAYES WAS MISSED.

A TRIRUTE TO HIS MEMORY AT THE DINNER

OF THE LOYAL LEGION. One of the faces almost at familiar as General Sherman's used to be at dinners of the New-York Commandery of the Military Order of the Loyal Lerior was that of ex-President Hayes, and when the tribute was given to his memory last night at Delmonico's the dinors felt their loss deeply. Among the 350 who sat about the several tables last night there was one in ten, perhaps, who inherited the right of mem-bership from being the eldest son of an original companion "who had been engaged in the suppression of the rebellion as a commissioned officer in the Army Navy, or Marine Corps." The others could well recall their comradeship in the camp or in the bivorac on the much or on picket duty; on the forage or in battle; on the blockede or in the chase of privateers and they had proof of these things in the scars from shot and shell or the sabre in a hand to hand conflict General Wager Swayne, who presided, rapped to order as soon as coffee and cigars were served, and all listened to the interesting paper on "In the Com pany Street," by Charles E. sprague, and to the in formal remarks, and took part in the singing of the familiar war songs. Among the many present were ley, Horace Porter, W. H. Wilcox, Stewart L. Wood ford, C. A. Carleton, Edwin Merritt and Alexander Shaler; Colonels W. C. Church, Frank Parker, Charle II. Hamlin and Alfred Cooley; Captains A. Ketchum T. H. Story, G. de Wolfe, Charles H. Chatfield and David Brown; Majors A. M. Underhill, H. A. Wilkin dore Henry Erben, Captain James Parker, Lieutenant ward Kershner, Paymaster G. de F. Barton and Lieu tenant H. E. Rhondes, of the Navy, and Captain Cong-don, of the Revenue Marine; Charles Roberts, the elocutionist; Lawrence E. Braine and Charles E.

clocutionist; Lawrence E. Braine and Charles E. Emory.

At the meeting the following were elected members: Assistant Engineer William C. Munroe, Lieutenant Samuel P. Crafts and Jaymaster W. H. H. Williams, of the Navy; Colonel Thomas Brooks, Lieutenant-Colonels George F. Betts, John O. Bronson and John Hyrne; Captains William P. Cary, Henry B. Hall and Lee Nutting; Assistant Surgem Arhand Duffoo, and Lieutenants Myron Adams. Camille Baquet, Jacob Schenkelberger, William F. Scott, Edward A. Skinner and Milton H. Smith of the Army; and Frederick T. Keith, manager of the Astor House, Oswald Jackson, Thomas R. Reynolds, and Henry C. Myer, Jr., by inheritance. The following were elected as representatives to the seventh quadrennial congress of the order to be held at St. Paul on April 12: Delegates—Generuls Wager Swayne and Martin T. McMahon, and Paymaster George & F. Barton; alternates—Colonel Charles N. Swift, Assistant Paymaster A. Noel Blakeman and Major Clinton B. Scar.

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IS HE AFTER THE OLD COLONY?

A REPORT THAT THE BOSTON AND MAINE-READIN COMBINATION IS TRYING TO SHUT THE

CONSOLIDATED GUT OF BOUTON. Boston, Feb. 1.-For some time the air has been filled with rumors regarding the Old Colony, the New York, New-Haven and Harrif rd, and the Boston and Maine roads. The actual situation is that the Reading Eoston and Maine-New-York and New-England combluntken is in vigorous competition with the New York New-Haven and Hartford Rallroad Company for the posses ion of the entire Chi Colony system. former line is competing with the New-York, New Commissioner Guggenheimer thought the Haven and Hartford for through freight, and it has the it from securing a permanent and independent entry into Beston, which the old Colony would give it.

The Poston and Maine is now in the field as a bidder for the entire Old Colony system as against the thnouncement brought Commissioner Gerard to his Consolidated. The Old Colony has given its ultimatum. It will sell nothing less than its whole system. A controlling interest may be bought at \$250 a share, and that is the reason why the Old Colony stock has gone up so in the last month. If the fleading combination secures the Old Colony it will effectually block the New-Haven road in any further attempt to obtain an inlet into Isoston.

It is stated on good authority that in the last few weeks the entire amount of New-York, New-Haven and Harriord stock held held by Harvard College has been quietly disposed of. The college trustees, it is said, o not favor the large expenditures and present policy

In the Senate this afternoon a petition was received from the Boston and Maine Railroad Company asking for authority for the lease or purchase by the same or the Boston and Lowell Railroad of the Concord and Montreal Railroad, and if the lease is authorized to be made to the Boston and Lowell, that authority

President Choose, of the Old Colony road, appeared efore the Legislative Committee on Railroads to-da n favor of a bill to permit that corporation to unite ith and perchase the property of any leased or perated railroad, or any strambout or other trans-octation company in which it holds a majority of the

THEY WANT TO USE DOSTON COMMON

Boston, Feb. 1 .- Counsel for the West End Street tallway Company before the Rapid Transit Commisdners to-day asked for a recommendation by the conof the Poston Common by the West End road be repealed, and that the question of whether the road ould be allowed to run electric cars across the Common be submitted to the people of Boston. Nathan Matthews said he thought there were 3,000 anti-quarians in Boston who would object to using the Common for rapid transit, whereas 400,000 people would vote in favor of it.

CHANGES IN THE READING OFFICES.

Philadelphia, Feb. 1.- Charles G. Eddy has resigned e vice presidency of the Norfolk and Western Railand Company to become second vice president of the Philadelphia and Reading, vice Charles Hartshornwho will be made third vice-president in place Robert H. Sayre, who becomes fourth vice president. B. Young, at present fourth vice president, will be made fifth vice president. The duties of Me-Hartshorne, Savre and Young are in no who changed The operating department will be in charge of the first vice president, Theodore Vostnees, while the second vice president, Mr. Eddy, will have general supervision of the traffic department.

THE CONNECTICUT RIVER LEASE AGAIN.

Boston, Feb. 1 .- The Connecticut River Railroad directors will have another meeting on Friday next it which the Boston and Maine's proposition for a case will receive further consideration. It is now hought that an agreement will then be reached.

MR. CLARK GIVES UP ONE OF HIS OFFICES. Cumba, Neb., Feb. 1.-8, H. H. Clark to-day reired as general manager of the Union Pacific system and was succeeded by E. Dickinson, who has been assistant general manager.

DIRECTORS OF THEIR REORGANIZED LINE.

The annual meeting of the stockholders of the Philadelphia, Reading and New-England Rallroad (the corganized line connecting the Reading and the New England systems over the Poughkeepsle Dridger yesterday resulted in the election of the following directors: A. A. McLeod, C. Tower, jr., W. W. Gibbs. James Armstrong, John H. Taylor, Mourice A. Viele, Arthur Brock, Joseph F. Sinnott, John W. Brock, Charles Hartshorne, W. W. Jenks, C. E. Morgan, Jr. and Pierson Brown.

TO REORGANIZE GEORGIA CENTRAL. The announcement that the Mercantlle Trust Company next Wednesday would be ready to receive de posits of securities under the reorganization plan of the Central Railroad and Banking Company of Georgia has not yet called forth a hostile demonstration from the Richmond Terminal Interests. The e-rganization committee of Georgia Central say they are prepared for fresh obstruction fom the Richmon Terminal, and there is no foundation for the reports of a few days ago that a compromise of disputes was contemplated. The Georgia Central people are confident in their position in the litigation which is now pending, and they say the reorganization will not respond favorably to the offer made under cheme intends to carry out a reorganization of the ticorgia Central main line. The bankers say the first this alternative is brought about the holders anderlying liens will not receive one-half of the value now offered to them under the terms of reorganization.

THE CITY OF PEXING NOT YET HEARD FROM

San Francisco, Peb. 1.-There is still no news of the non-arrival of the vessel is causing increased enalety to those who have friends and relatives on board and also to the Pacific Mall officials. It was thought nossible that the China, which arrived here from Hong Kong and Yokobama early this morning, might bring some news of the Peking; but she reports that she saw nothing of the missing steamer and that she spoke no other vessel which had signted the Peking. The inter-vessel is now eight days overdue, and it is probable that the Pacific Mail officials will send another steamer in search of her within a day or two.

ARCHBISHOP FEEHAN SERIOUSLY ILL. Chicago, Feb. 1.-Archbishop Feehan has been lying

dangerously ill at the Archiepiscopal residence, in State st., for two weeks or more. His tilness bad been known to only a few members of his household and two of the priests at the Cathedral parish rectors Feehan, a prominent physician of St. Louis, was summoned to the bedside of the Archbishop. The trouble grew out of a severe cold, aggravated by stomach aliment. The crisis is now believed to have been passed, the only danger feared being that arising from a possible relapse.

EX TREASURER HYATT ILL Norwalk, Conn., Feb. 1.-James W. Hyatt, United

States Treasurer during the Cleveland Administration lles seriously ill at his home in West-ave. nonths Mr. Hvatt has been a great sufferer from gout and he has been attacked with a bad form of toostill and a severe cold. Yesterday Mr. Hyatt was worse than he had been for a week before, but to-night his symptoms show an improvement in his condition. I neumonia was feared, but the attending physician thinks that the danger has now passed.

THE RAPID TRANSIT MUDDLE.

COMMISSIONERS ARE HARMONIOUS.

OTHER PEOPLE ARE NOT, THOUGH-DEFENDING

THE MANHATTAN ROAD. John H. Riman, Samuel Spencer and Eugene L

Bushe, of the Rapin Transit Commission, spent con-siderable time vesterday together in going over the general question of plans tooking to immediate relief through improved facilities, to be provided by exten stons granted to the preser' elevated raticald system The Commissioners say they are not in the least disturbed by the Farquhar bith. Mr. Inman frankly sald yesterday: "so far as I am concerned, if the copie want to legislate me out of office I am perfectly ready to go. I am sure I have tried to do my duty For two years the members of the commission have been giving their time to the public interest, and have worked conscientionsly within the terms of the law am particularly desirons," added Mr. Inman to the Tribone reporter, "that If you say anything as coming from me, you shall say that the actions of the Commissioners have been harmonious in their results There have been discussions in the course of our deliberations in which, for the time being, all have But no good results are achieved ilere without healthful discussion. Here positive characteristics. Each has his individual views to advance and support. Every man who has brains may be expected to have individual views witch he will press as far as possible. But in the ourse of the deliberations of this commission there has never been any serious divergence of views. We have debated questions for an hour or more without coming to an agreement, but on all oints we have reached an agreement at last; and it is not true, as I have seen it asserted, that save been serious conflicts of opinion between the commissioners. Our final conclusions have always cen unanimously reached, and I think this fact should be made to appear in the public press which has given so liberal criticisms to all that we have

ecomplished or tried to do." Mr. Inman said also that the Commissioners were devoting themselves to a solution of the process of providing for immediate relief in the matter of capid ransit. He thought that within a week some amendnent in the matter of terms and plans would be submitted by the Commissioners to the Manhattan Extension Committee, whereby a scheme for the arly realization of improved rapid transit would be A friend of the Manhattan Company, and one who

If the is familiar with the operations of that road, spoke with some fervency yesterday with respect to the criticisms which have fallen upon the Commissioners and their apparent relations with the Manhattan Company. Mr. Inman, in his interview, declared that he had not a dollar's interest in the Manhattan company's stock or bonds. The friend now qu cannot be so classed. He spoke, however, with feeling against the criticisms to which the organization as recently been subjected. He advanced the theory that the present demand was for immediate improverapid transit facilities. Those, he continued, could only be supplied by extensions or added privileges to the Manhattan Company. He admitted, with much candor, that the Manhattan Railway itself and all its extensions, now existing or to be acquired, would prove only a temporary expedient. however, that it was sought now only to relieve the wants of the present, and to trust to time to supply other expedients and methods. Some motive power added, might be devised which would revolu tionize the entire system within a brief period. New-Yorkers had only to look backward over a period of fifty years and compare the local transportation facilities of that age with those of the present to orm some idea of what the future was likely to proide or demand.

felt that justice was not done either to the Manhattan Company or to the Rapid Transit Commistion in the discussions now going on in the public ness. The elevated railroads, he said, were an existing end an approved means of transportation. Any other system would, in the first place, require the support of vast capital to secure its perfection, and many cears would necessarily be required to insure construction and completion. For two years the present Commissioners had been sedulously and con cientiously striving to devise some practicable under ground plan. They had failed and their time had been substantially wasted. As business men of integrity and common sense, they had turned, in response to the demands of the people, to the easies and most prompt method of supplying the deficiency way except through the extension of

he Manhattan system. The Manhattan Company was criticised because it ens unwilling to expend millions of dollars for these extensions and only to charge a maximum fare of 5 cents for a continuous ride of sixteen miles. The company, the speaker said, could not, with profit to itself on the basis of anthentic calculation, afford to do it. There was no parallel in railway history, he said, to that of the Manhattan Company, in the matter of numbers of persons carried, and the in-flate-simal number of people injured, and yet the

public and the press, because under existing continues limited by law it could not more expeditiously or comprehensively transport its willing patrons. This friend of the Sammittan Company pointed to the slaw process of the elevated system in public favor when it was started in the seventies, while now in the early nineties with a traffic of 750,000 persons a day it was falling into disrepute because, while operating under feally primitive conditions so far as granted facilities were concerned, it was taxed to its ninest power in attempting to do what fifteen years ago would have been regarded as impossible of accomplishment. This friend of the Manhattan Company bespoke fairness in the matter of public soultment on the subject. The problem after all was to be solved on a business basis. Only so many people could be carried on a train at a minimum of cost. The question of maintenance of way was constantly present ant involved greater exponse than the public realized. The elevated system, he said, was for the time being here. It could not be removed until something was provided to take its place. A commission appointed for the purpose, after two years of service, had offered a plan which was shown to be impractleable. Could anybody, therefore, suggest any plan calculated to supply the immediate relief demanded except through the mediumship of extensions of the present elevated system.

OPPOSING THE FARQUHAR BILL. PRESIDENT BARKER, OF THE TAX DEPARTMENT PROTE'TS AGAINST THE EXEMP-

TION CLAUSE. Mayor Gilroy received a letter from President Bar ker, of the Tax Department, yesterday, entering his protest against the provision of the Farquiar Rapid Transit tell, which exempts from taxation any corporations formed under the act for one year after the ratiway begins operation. Mr. Barker wrote that there were already too many corporations and associations exempted from taxation, which had the effect of in creasing the amount which the Tax Board was com-

pelled to assess and fevy on the actual taxpayers. He inclosed the following summarized statement of rea estate exempted from taxation in this city: United States property 18 863 000
Chirish property 56,827,700
New York State property 500 000
Miscellaneous 20,345,500

The Mayor said that he was opposed to this and some other provisions of the Farquhar bill. He re-ferred particularly to the section of the bill which will prevent stpervision of subterranean work of con-

struction by the city authorities.
"I insisted," the Mayor said, "when the present Rapid Transit act was passed, on the insertion of a clause placing all such work under the supervision of the Department of Public Works. There may be sections in the Farquhar measure to which I would object. I have not seen a copy of the bill, and all I know about it I have learned from the newspapers. I shall not hesitate to express my views when am in possession of the necessary facts."



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CONSOLIDATION TALKED OF.

THE MANHATTAN AND NEW-YORK ATHLETIC CLUBS MAY JOIN FORCES.

was suggested yesterday that the troubles of the New York and Manhattan Athletic clubs could be happing adjusted by consolidation. Many people spoken to seemed to think the idea an excellent one, but whether anything to think the deed an extra unknown. "The situation is just this," said a well-known club-man to a Tribone reporter list evening. "The New-York Athletic Club nast. more room, and needs it immediately. The Manhattan Athletic Clubhouse is large enough for both clubs. The Manhattan Club is in debt, but I think that if consolidation is effected the Manhattans would be able to put to much in the pool as the New-Yorks would. Then with a

membership of 5.000 we would have a good organization and the finest athletic clubbouse in the world."

When the members of the Manhattin Atfretic Club were seen last night they said that the idea of a consolidates was a good one, but they did not eare to express them, selves too freely about the matter. The officers of the inh said that they had heard of such a proposition, but did not know whether anything would com-A. G. Mills, of the New-York Athletic Club, said the the suggestion was a new one to him, and that he do not think such a scaeme would be carried out Mr.
Mills said that nothing was being done at present about
the proposed new home of the Now-York Athletic Club
at Fifty-ninth-st., and Sixth-ave. The membership of the
club has about reached its limit and more species
quarters are needed.

In spite of the cheerful words of Andrew Freedman, the receiver, there has been a feeling of gloom in the Manhattan Club house during the last few days. Mr. Freedman has decided to curtail expenses as far as possible, and many of the employes have been discharged temperarily. These include Dominick McCaffey, the boung instructor, and James Robinson, the athletic trainer. Mr. Proedman said that retremehments were being made with the hope of saving money for the club members and the

In case the clubbouse is offered at auction, it is said that the Vanderbilt interests may purchase the proper

COL. THOMPSON KNEW OF NO BRIBERY

NO OCCATION TO PRIPE CONGRESS-HE ANSWERS THE FRENCH GOVERNMENT'S QUERIES. Indianapolis, Feb. 1.--In an authorized interview with the Terre Haute correspondent of "The Indianapolis News," Colonel R. W. Thompson, ex-President of the American Panama Company, gave a detailed ascount of the operations of the company and the charge bribery against it. Regarding the latter he seld: "I know nothing of the bribery of any Congressman, big or little, and know of no occasion or reason why any Congressman should have been bribed. The repart of the committee was unanimous on the subject,

with the exception of Congressman Benjamin Wilson. of West Virginia, who made a minerity report."

Colonel Thompson said he could not testify to the statement of De Lesseps that 12,000,000 france had been expended by the American company. The books, he thought, were now in possession of Charles Colne, of Brooklyn. He should insist that Colne be summoned with the books and papers before the committee. Colonel Thompson said there was not a cent of money that actually passed through the hands of the American committee. A system of checks was used. He him self had voluntarily reduced his own salary from \$24.

000 to \$12,000. Regarding the statement that a French con of stockholders came over to this country and sub-mitted a list of questions to Colonel Thompson in a mitted a list of questions to Colonel Thompson in a vain endeavor to find out how the American money was spont, Colonel Thompson said that about the last of October or first part of November be received a series of fourteen questions through the Consul. They related to the purchase of the Panama Railroad, which the Fronchmen seemed to think was made at an extravagant price. Colonel Thompson answered the questions fully. He declined to give them out for publication.

EN SECRETARY THOMPSON ASKED TO TESTIFY. Washington, Feb. 1.-The Panama and Parific Mail Special Investigating Committee met to day for coa-sultation as to the plan of conducting the proposed inquiry. It was decided to telegraph ex-secretary Thompson, of Indiana, to be present as the first wit-

ness. He will be heard on saturday, or earlier if he can get here before that time. Afterward the committee will go to New-York. A DISASTROUS FIRE AT LITTLE FALLS. Utica, N. Y., Feb. 1.—The most disastrous fire that has visited Little Falls since 1865 occurred there tids morning between 1 o'clock and daylight. in the rear of a liquor shop owned by J. C. Conway. and spread to a number of buildings adjoining, chiedy hotels and business places. The fire department was not able to cope with the fire and assistance was asked from Herkimer and Utien, both of which places asked from Herainier and etter, best of which piece responded, but before the combined fire departments controlled the fire hearly \$200,000 damage was done. It is expected the insurance on the burned property will nggregate \$75,000, but may not reach that figure.

AMONG THE ATHLETES.

The Amateur Athletic Union offer annually nine fine gold medals as prizes for individual excellence during the year. The committee in charge of the awards issue a citerian a month ago suppliating that claims for the modals should be sent to the committee before January 25. In response to this circular only three men, E. W. God, F. C. Puffer and S. Liebgold, have asked for their

Socretary J. F. Sullivan, of the Amateur Athletic cugo Athletic Association had been elected to membership the Central Association. This is part of the agree ment that was entered into when A. G. Spalding was last ment that was entered into when A. G. Spalding was last in this city. It was absolutely necessary that the Unicago Athletic Association should become a member of the Central Association in order that the meeting of September 14, 15 and 16 could be held under its anaples. At a special meeting of the loard of governors of the American Amneur Bowling Union it was decided to begin the final tournament on Monday, February 27, Cinbs must send on or before February 17 a list of tentament to constitute from and anhalitation.

names to constitute team and substitutes.

Basebali men seem to think that Buffalo would make a better city for the League than Louisville.

A meeting will be held next week and an effort be made to settle the trouble by the Amateur Baseball Lougue.

made to settle the trouble up the Amateur Baseball Lorgue. The New-Jersey Athletic Club wants all games in which Stanhope played for the Staton Island Athletic Club thrown out. If this is done the New-Jersey Athletic Club will get the championship and the Staten Island Athletic Club will resign.

Many registal courses have been measured lately. The Many registal courses have been measured lately. The heavy lee allowed accurate measurements to be made, and heavy lee allowed accurate measurements to be made, and heavy lee allowed accurate measurements to be made, and heavy lee allowed accurate measurements to be made, and heavy lee allowed accurate measurements to be made, and heavy lee allowed accurate measurements to be made, and heavy lee allowed accurate measurements. One course has been found too long.

found too long.

Followers of pugilism are looking forward with interest followers of pugilism are looking forward with interest to the boxing tournament to be held at the Concy Island Athletic Club on Monday night. The contests will be between Murphy and Griffin and Hogan and Lyons.

RHOLE, THE MURDERER, GETS A STAT.

A stay of execution in the case of Frederick Rhole, who was to have been executed next Monday for the murder of Captain Poulson, in New-York City, was served on Warden Brown, of Sing Sing, yesterday. The stay was obtained on December 26, but for some reason was not served until yesterdey by District-Attorney Nicoli.

THE PACIFIC EXPRESS of the Pennsylvania Railroad leaves New-York at 8 p. m. every day and arrives at Chicago 6:25 the second morning.